

User's manual



User's Manual S-FlyÔ Wingsuit

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1. Welcome!

Thank you for choosing the S-FlyÔ Wingsuit !

This manual gives you invaluable instruction on how to use and fully enjoy your S-Fly™ Wingsuit. Take the time to read it before your first jump with the S-Fly™ Wingsuit!

The S-Fly™ Wingsuit is a skydiving accessory that requires specific preliminary training.

To enjoy it safely, we recommend you participate in a specific training course with a professional S-Fly™ Wingsuit recommended school.

fly your body is pleased to offer you,

*a 20 euros
discount voucher*

for use on a training course with one of the following S-Fly™ Wingsuit schools :

- Babylon Fly School Empuriabrava (Spain)
www.babylon-freefly.com
- Paraventure Reunion Island – Indian Ocean (France)
www.paraventure-reunion.com
- Véloce Parachutisme Gap Tallard (France)
www.veloce-skydive.com

At the end of this manual you will find listings of their complete contact details.

Be ready for a new experience!

Enjoy your S-Fly™ wingsuit !

2. Warning

Skydiving is a dangerous activity that can result in serious injuries or death. By purchasing an S-Fly™ Wingsuit, you recognise and accept all the risks that skydiving activities involve.

The S-Fly™ Wingsuit is a skydiving accessory designed to use in free-fall from aircraft.

Skydiving and flying a wingsuit are subject to rules and regulations - fixed by the proper authorities - in the country in which you wish to jump.

A minimum skydiving level and specific wingsuit training are necessary to fly a wingsuit and to reduce the risk of injuries or death.

By using the S-Fly™ Wingsuit, or whilst allowing other people to use this equipment, the purchaser releases fly your body sarl and their retailers of any responsibility for any wrongs, damages, injuries or death resulting, directly or indirectly, from this use.



Do not use the S-Fly™ wingsuit if you do not have :

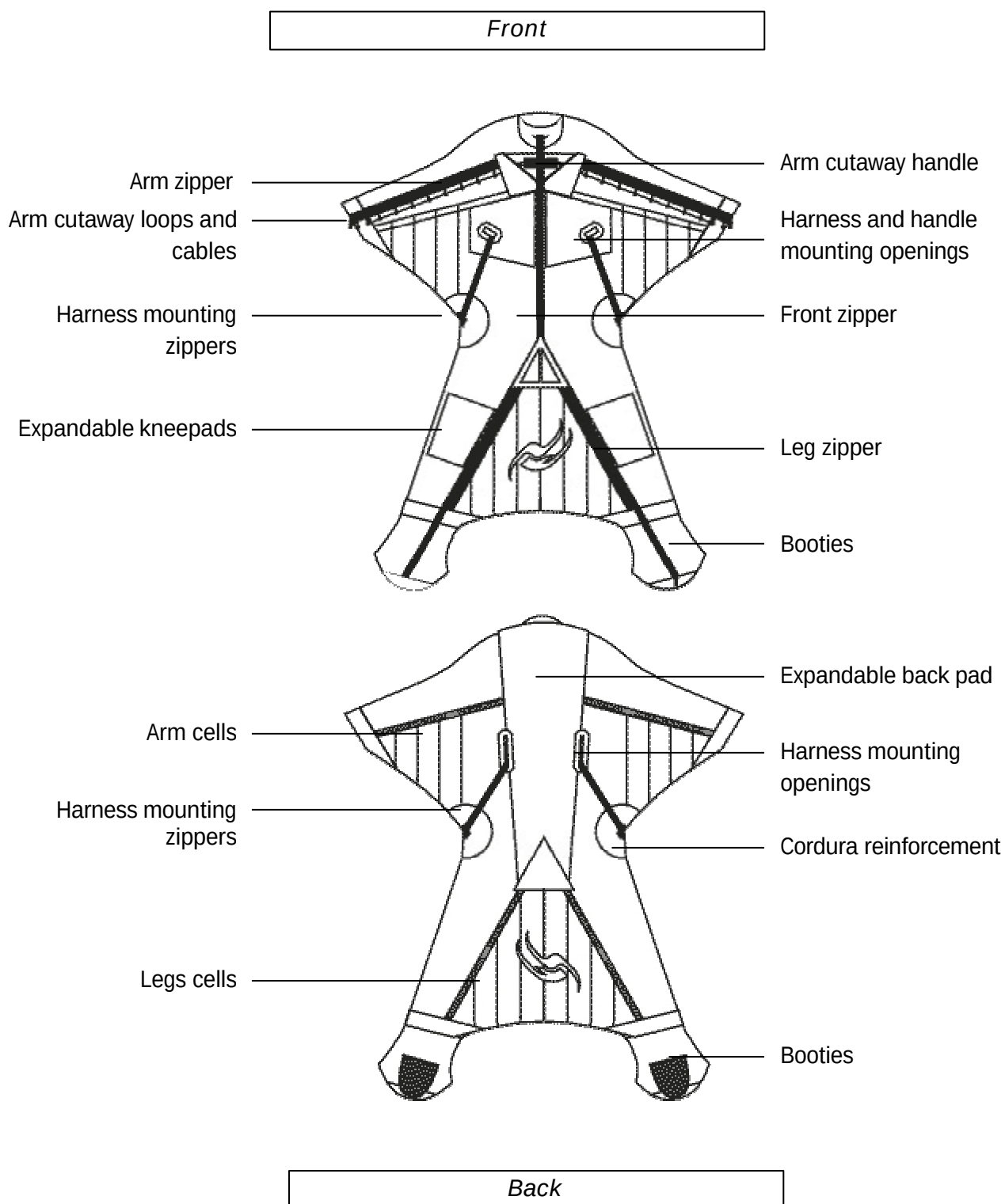
- ➔ The technical level required by the proper authorities of the country in which you wish to practise wingsuit jumps.
 - ➔ Completed a specific instruction by a competent wingsuit school.
 - ➔ Asked for and obtained the authorisation of the Technical Director of the drop zone on which you wish to practise wingsuit jumps.
 - ➔ Checked that your equipment complies with the requirements for a wingsuit jump such as described in this user's manual.
 - ➔ Read the S-Fly™ Wingsuit user's instruction manual.
 - ➔ Respected care and storage instructions for the S-Fly™ Wingsuit as described in this manual.
-

By jumping your S-Fly™ Wingsuit you accept it in the state in which you received it. No returns will be accepted and no refunds will be carried out for a wingsuit that has evidence of use, such as evidence of jumping, grass stains, ground use or washing etc.

In the event of a problem, the return must be made within fifteen days following the purchase with the original invoice and a letter explaining the reason for the return.

By using, handling, storing and maintaining your wingsuit as described in this manual you will dramatically prolong its lifetime. Attentively read and follow the advice contained in this manual.

Presentation of the S-FlyÔ Wingsuit





Front side



Wingsuit



Back side



Wingsuit

3. Gearing-up the S-FlyÔ Wingsuit.

Before manifesting for a wingsuit jump, take the time to set your equipment correctly and to check it.



Take care while handling the suit. Do not force the zipper or pull excessively on the suit. This can affect the material.

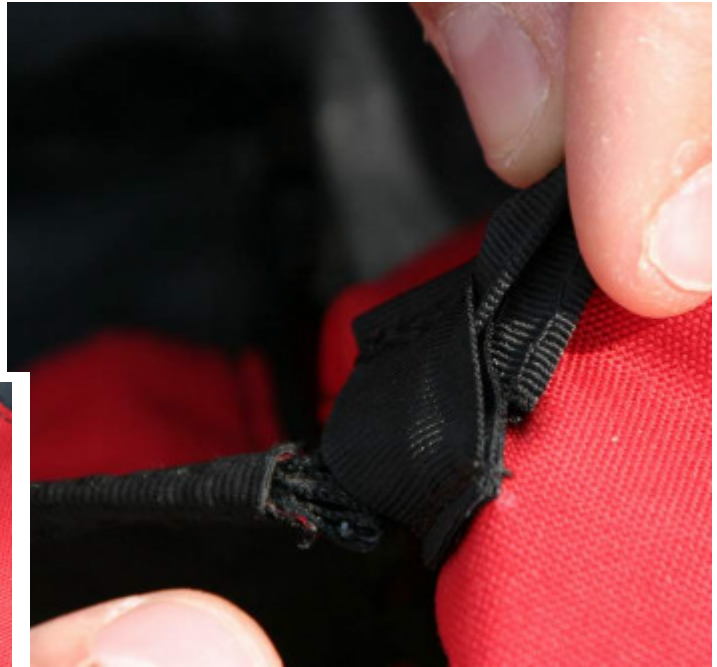
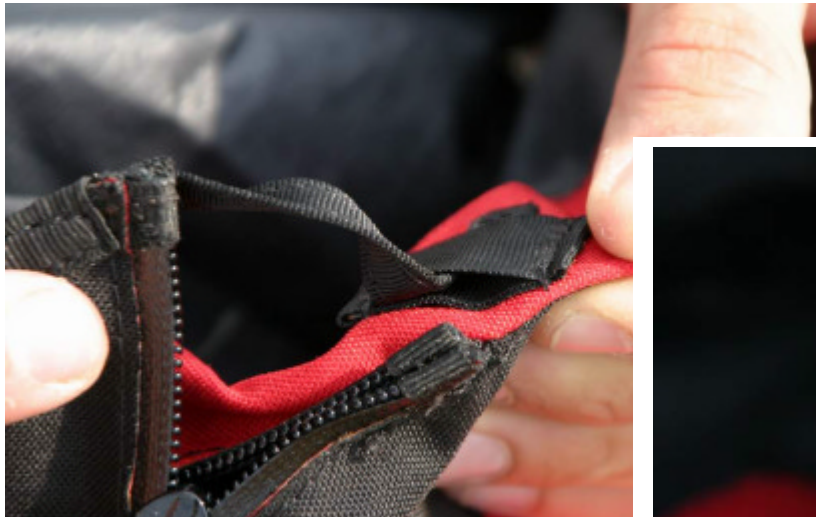
Check your parachute and activate your AAD before mounting your wingsuit on to your harness. Always ask for a gear check before boarding the plane.

Mounting your S-FlyÔ wingsuit onto your parachute.

- Lay your parachute back to floor.
- Turn on your AAD.
- Disconnect the elastic bungee between your leg straps.
- Lay the wingsuit on the parachute's back pad.
- Open the 4 zippers going from the suit's "harness openings" to the end of the arm wing.
- Put the wing's arm in place and fit the leg straps inside the suit, at leg's height. Make sure you do not twist the leg straps.



- Close the zippers and secure the suit's corners with the system shown below.



Check

- ❑ The arm cutaway cables are in place through all the loops. Their end is stored inside the handles at the tip of the wing.
- ❑ The leg straps are in place, well mounted and not twisted.
- ❑ The zippers are closed, in place and secured.
- ❑ Cutaway and reserve handles are in place, outside the suit. They are easily visible and reachable.

Gear-up with the S-Fly™ Wingsuit.

Depending on your flexibility you can gear-up standing or sitting on your parachute. For your first time, we advise that you gear-up in the sitting position ☺ !

- Open arm and leg zippers.
- Open the Velcro joining the arm cutaway cables.
- Fit your legs inside the suit, through the leg straps, taking care not to enter into a cell ! Do not put booties on.



Standing



- Fit one arm after the other inside the suit. Be careful not to pull on the arm cutaway cables while doing this.



☞ Check the cables have not been pulled out of the loops !

Tighten up leg straps a little more than usual. This is to minimize the movement of the suit on the harness, especially while opening the parachute. If the leg straps are too loose, you can badly damage the suit.



- Close the front zipper.
- Secure both arm cutaway handles together with the Velcro as shown.



☞ Tighten up chest strap a little more than usual.

- Close arm zippers half way to reduce your work in the plane.



Turn palms facing out as shown to reduce friction whilst closing the zippers.

- Fit booties on top of your feet as shown to prevent you walking on them !



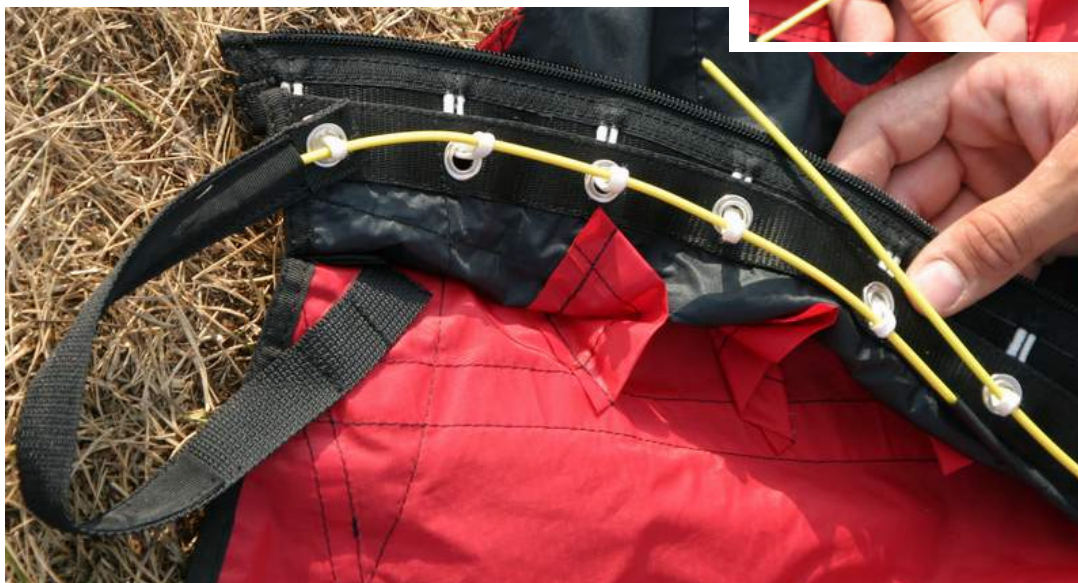
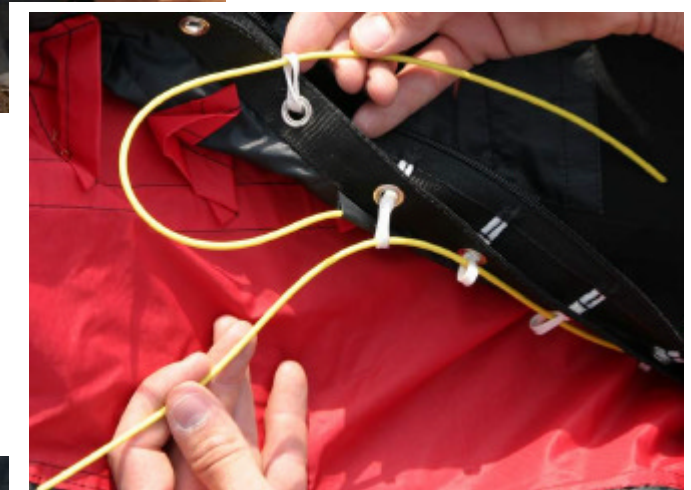
Boarding the plane with the S-FlyÔ Wingsuit.

- Before boarding the plane, put booties on and close leg zippers.
- Get checked.
- Whilst seated in the plane take care to pull as little as possible on the suit.
- Whilst seated, ensure your knees are in the expandable kneepad. You will be more comfortable and your suit will endure less tension, which will prolong its life.
- On jump-run fit the handles on to your thumbs and fully close arm zippers.
- Check wing cutaway system, that cutaway and reserve handles are in place and that you have easy access to them.



Fitting the arm cutaway in place.

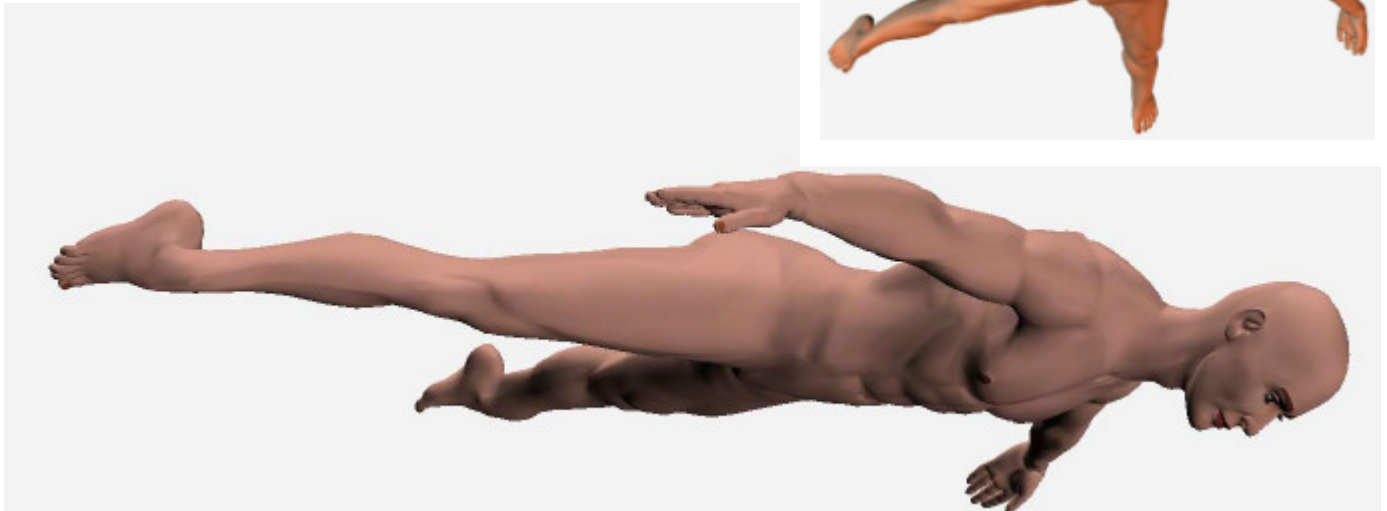
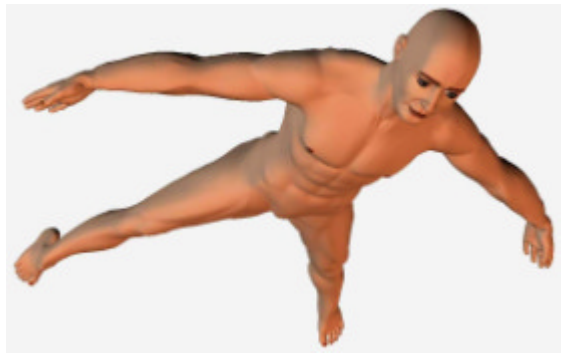
- Open the arm zipper.
- Put the cables in place : the long cable goes into the housing so that you can't pull it moving your arm into the wing.
- First, the short cable goes through the loops.
- When you reach the housing, change from the short cable to the long one. This technique makes the distance to pull shorter before your arms are free.



The end of the long cable goes into the handle at the tip of the wing.

5. Flying the S-Flyô Wingsuit

- *The different speeds*



Basic position

Arms and legs are straight. Torso is flat. You need to put good tension on the suit by pulling the elbow forward and keeping legs apart.

Hands are loose. There is no tension on the tip of wing handles.

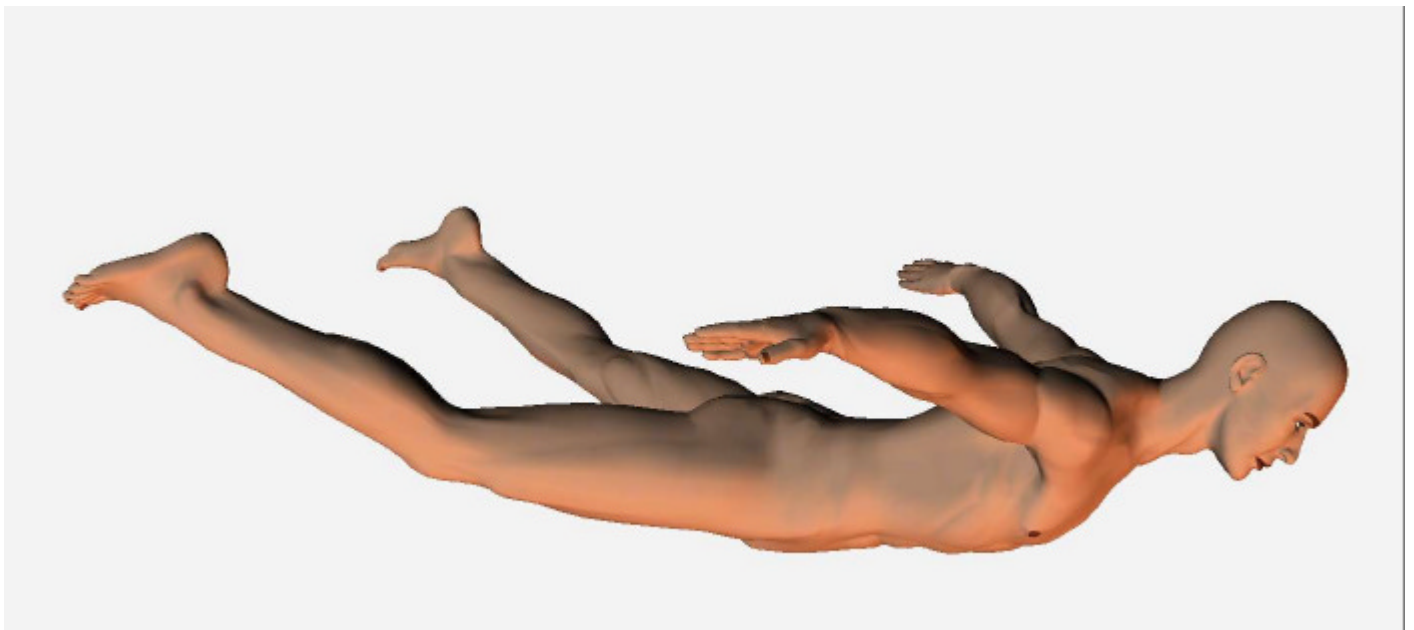
The suit should not flap.

The flying angle is flat.

Visual is to the ground, slightly forward.

When you pull the head-up, its surface is dragging air and slowing you down.

We advise you to use a side visual like when slowing down in RW.



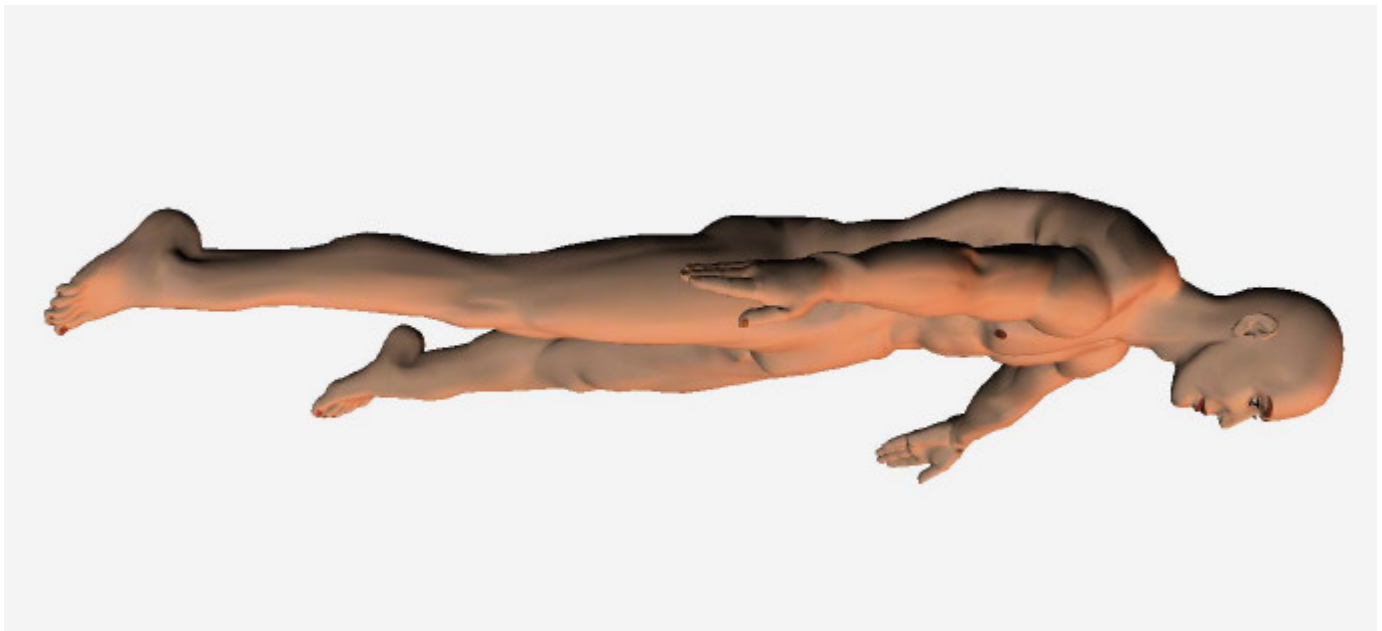
Moving down

Arms and legs should be loose.

Air pressure is pulling them up. Fall rate is increasing without changes of horizontal speed.

The suit should not flap.

While jumping with other wingsuit flyers, you should be in an intermediate position. You will then maintain a speed allowing you to move up or down easily.

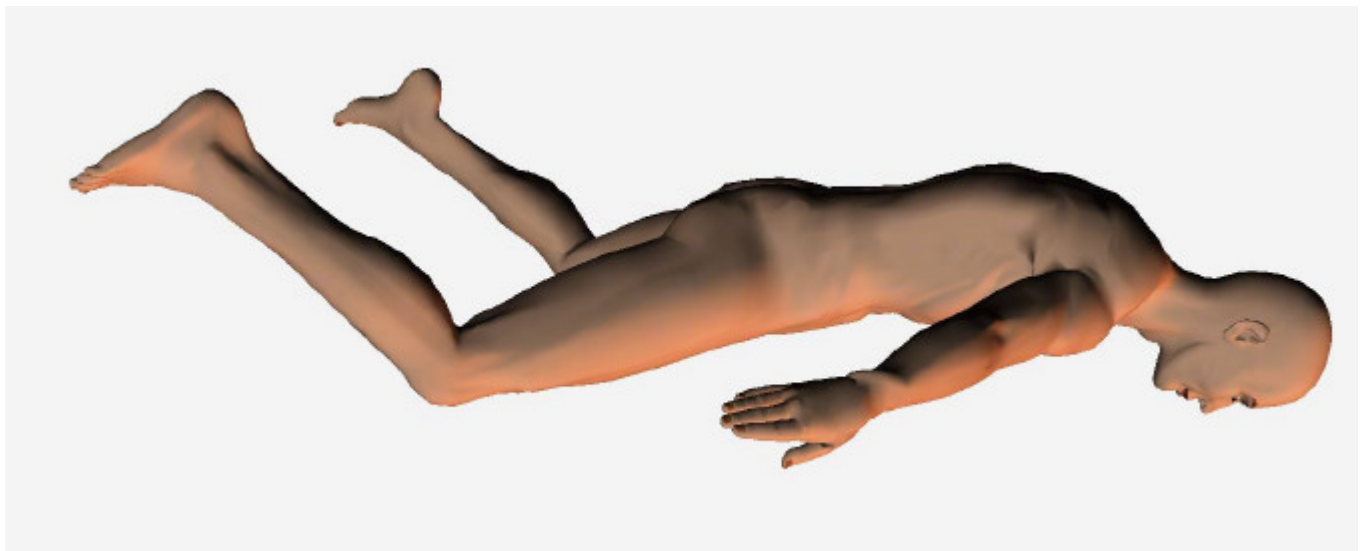


Moving up

From the Basic position, pull your sternum up towards the sky keeping good tension on the suit. The flying angle should not change - It should stay as flat as possible. Do not try to pull your shoulders down to ground - this will make your flying angle steeper.

In this position you will move up for a little while, as it offers a greater resistance to forward movement, this position will eventually slow down your horizontal speed.

You will then feel unstable and lift will decrease. You are close to stalling. You can compare this position to flying with flaps out on an aircraft.



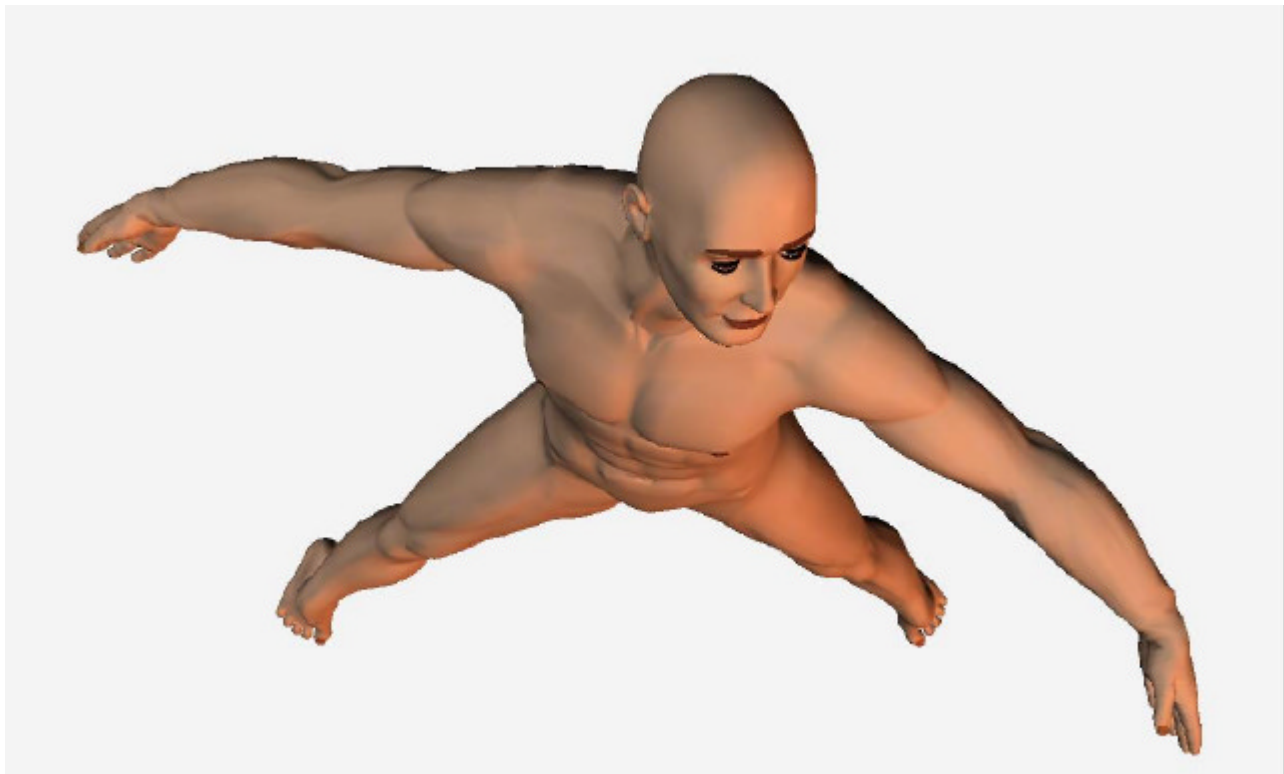
Slowing down

Bend the legs, this offers more resistance to forward movement and horizontal speed will slow down. The upper body is slightly de-arched to maintain a slow fall rate.

Indeed, as the horizontal speed slows down - lift decreases, if you keep the same upper body position. You need to make the profile stronger to maintain the same lift.

You are now flying full flaps down ☺

- *The turns*



You can turn by changing the wing's profile. Angle your upper body, shoulders, arms legs, like in a normal tracking jump.

To maintain the best performance, you should modify the wing's profile as little as possible.

Beware not to change your flying angle. It needs to stay flat, as it will have the tendency to go steep.

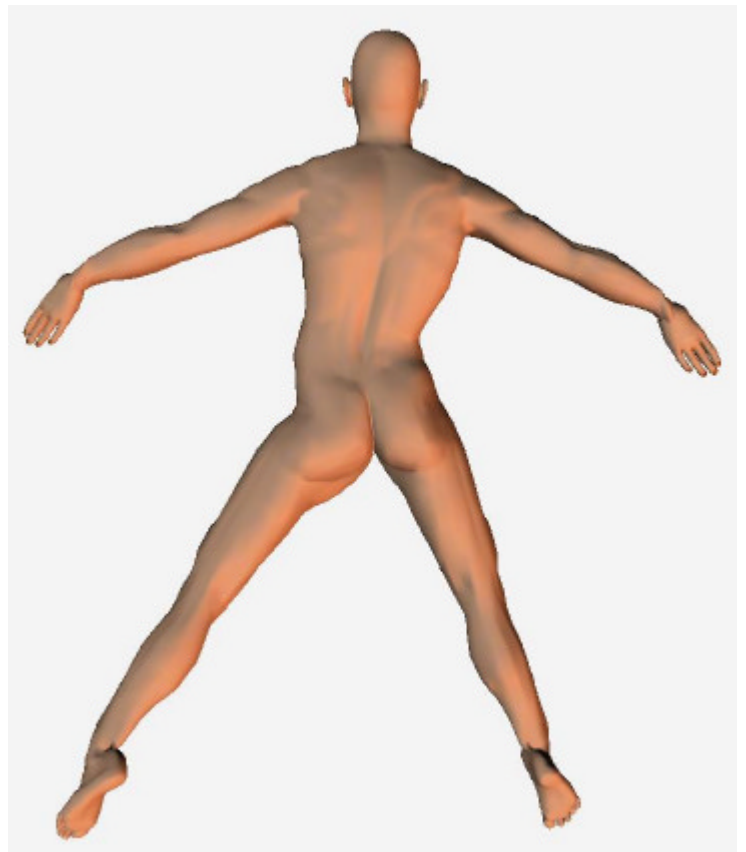
You can also turn by moving your central point of gravity in comparison to the lift's central point.

This is the same system as a hang-glider moving under its wing.

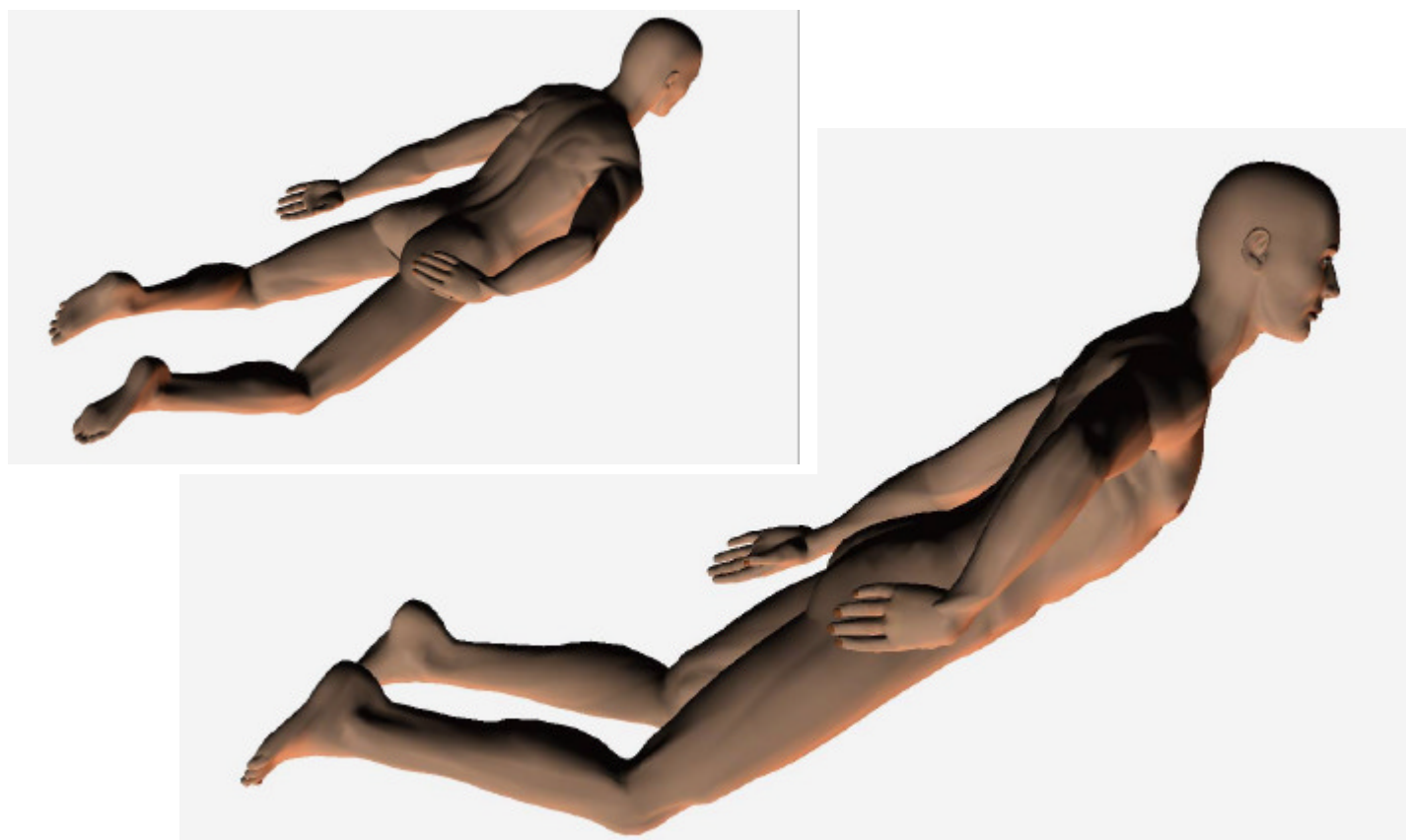
You need to move your pelvis inside the suit.

Do this without moving arms or legs.
The suit should keep the same profile.

You will make a nice flat turn without losing performance.



- *Opening the parachute*



Your movement should be as ample as possible. Your arm should be straight, beside your leg; you then follow your leg up to the handle.

If you go straight for the handle, the tension on the suit can prevent you from taking the handle.



Do some practise pulls on the ground, in free-fall on your first jumps and if you change parachutes.

As the line of flight is flat, it is very important to be at 45° head up when you pull and when the parachute is being deployed (see figure).

If your body is too flat or steep, your D-bag risks hitting your feet and the opening will be violent.

While the canopy is streaming, you can control it with your legs or by pulling on the risers at the height of the 3ring system. Unzip arm wings while the canopy is open.



Do not hesitate to cut arms away in the case of a line twist.

In the case of a malfunction, follow your emergency procedure before cutting arms away.

To prevent bending the cables, have a wide cutaway gesture.



6. Care instructions

The S-Fly™ Wingsuit is a fragile piece of technical equipment.

Following this advice will help you to prolong your wingsuit's life.
Follow it conscientiously!

Do not hesitate to contact your dealer for information not contained in this manual.

Storing the suit.

- Between each use, store the suit in a dry and clean place. Use a hanger away from sunlight.
- Do not expose the wingsuit to temperatures exceeding 50° Celcius, to UV or sunlight.
- Keep the wingsuit away from direct sources of heat.
- Keep away from humidity. If wet, dry it cautiously with a soft cloth or a sponge, then hang it and let it dry away from the sun.
- For transport use the pouch delivered with the suit. Do not fold the arm cutaway cables. Roll them.
- Folding technique:
 - Lay the suit on flat, dry, clean ground.
 - Fold it in four.
 - Fold booties inside the suit.
 - Fold each side to the centre, taking care not to fold the cables.
 - Slide it inside the pouch.



Day care

- Check that cutaway cables are clean and in a good condition. If needed clean them with a clean, dry cloth.
- Check the stitching on a regular basis - mainly on the 4 harness openings. Call your dealer if something looks wrong.

Washing



- **The use of a washing machine and dryer are strictly forbidden !**
- Cautiously clean any dirty areas with cold water using a soft cloth.
- Do not use any chemicals.
- Do not iron.

Repairs



- If your wingsuit needs to be repaired call your dealer or *fly your body* (see Contacts). They will advise you on what to do or where to get it repaired.
- **Do not repair or modify the wingsuit yourself.**
- Only ask advice from official S-fly™ Wingsuit dealers (see Contacts).

7. Recommended skydiving equipment

The way a Wingsuit is designed limits the skydiver's flexibility somewhat. This is a very important factor you must deal with in the plane, in free-fall, during opening, under canopy and in the case of emergency procedures.

When you're flying the S-Fly™ Wingsuit efficiently, your vertical speed will be between 50 and 100 Km/h instead of around 200Km/h as in a normal free-fall.

Bearing this in mind, to keep your safety at a maximum, you will need to adapt your skydiving equipment for the different flying phases of wingsuit jumps.

Parachute opening system

Normal parachute opening systems are engineered to be efficient in fall rates of around 200Km/h.

It is therefore compulsory to adapt the parachute opening system to a low fall rate for wingsuit jumps.

For your security, we advise you to use the following parachute opening system guidelines.



- BOC Hand deploy of 90cm (36") minimum diameter
- The pilot chute fabric must be in good shape.
- Hand deploy bridle of 2,50m (100") minimum length.

DO NOT USE :

- ⊗ Elastic collapsible pilot chute.
- ⊗ Pull-out hand deploy.
- ⊗ Pilot chute smaller than 36".
- ⊗ Pilot chute with damaged fabric.

Main canopy

When you're using an S-Fly™ Wingsuit, it is impossible to grab the toggles while the canopy is streaming. You are therefore unable to control the heading of your opening.

Use a predictable, on heading opening canopy for S-Fly™ Wing-suit jumps. Elliptical and small canopies are prohibited.

For your security, we strongly recommend you to choose the following characteristics for your main canopy :



- Non elliptical canopy
- 135 Sqft minimum main canopy size

8. Who to train with?

Flying an S-Fly™ Wingsuit modifies various free-fall techniques and parameters, including:

- Fall rate reduction.
- Significant increase of the glide ratio.
- Different exit technique.
- Different opening technique.
- Increase in emergency procedures (arm wing release).



Jumping the S-Fly™ wingsuit requires specific training.

As a security need and in order to get the best performance out of your new wingsuit, we advise you to follow a specific wingsuit training course with one of the S-Fly™ Wingsuit recommended professional schools below :

- **BaByLoN Freefly SL** **SPAIN**
www.babylon-freefly.com
Sector Aeroclub s/n
17487 EMPURIABRAVA (Girona)
SPAIN
Tel / Fax : (+34) 972 45 14 17
e-mail : Babylon@babylon-freefly.com
- **PARAVENTURE** **REUNION ISLAND (Indian Ocean)**
www.paraventure-reunion.com
E route de l'aéroport – Pierrefonds – Hangar Paraclub
97410 ST PIERRE (La Réunion)
FRANCE
Tel : (+262) 692 02 32 39
Fax : (+262) 262 39 86 40
e-mail : paraventure@wanadoo.fr
- **VELOCE PARACHUTISME** **FRANCE**
www.veloce-skydive.com
Maison de l'Air – Aérodrome
05130 TALLARD
FRANCE
Tel : (+33) 4 92 54 11 33
Fax : (+33) 4 92 54 11 44
e-mail : webmestre@veloce-skydive.com



Jumping a wingsuit requires authorisation from the country's proper authorities.

In addition it requires a level of specific training for the S-Fly™ Wingsuit.

Do not jump the S-Fly™ Wingsuit before having followed a specific training.

9. Contacts

For any information not contained in this manual, please contact your S-Fly™ dealer or *fly your body* at the following contacts :

fly your body
E route de l'aéroport – Pierrefonds
Hangar Paraclub
97410 ST PIERRE
France
e-mail : info@flyyourbody.com
Tel : (+262) 06 92 21 54 09
Fax : (+262) 02 62 39 86 40

You will find information updates, a training calendar, new footage and any news on our website.
Check it out regularly !

www.flyyourbody.com